

*BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)*  
*FOR THE MIAMI URBANIZED AREA*

A G E N D A

THURSDAY, AUGUST 29, 2002 AT 7:00 P.M.

SOUTH MIAMI COMMISSION CHAMBERS  
6130 SUNSET DR.  
SOUTH MIAMI, FLORIDA

I. APPROVAL OF AGENDA

II. APPROVAL OF MINUTES:

{ MEETING OF JULY 24, 2002

III. PRESENTATIONS:

A. LUDLAM TRAIL - FDOT

IV. ACTION ITEMS:

A. ELECTION OF CHAIR AND VICE CHAIR - D. Henderson

B. 2003 TRANSPORTATION IMPROVEMENT PROGRAM REVIEW - D. Henderson

V. INFORMATION ITEMS:

A. AA ARENA-BAYSIDE BRIDGE UPDATE - D. Henderson

B. FLORIDA GREENWAYS AND TRAILS MONTH - D. Henderson

C. JULY PROGRESS REPORT - J. Manzella

# BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

## MINUTES

MEETING OF THURSDAY, AUGUST 29, 2002

### MEMBERS PRESENT

Sheila Boyce

Bruce Henderson

Amado Leon

Ted Silver

### OTHERS PRESENT

David Henderson, Staff

Jae Manzella, Staff

Delfin Molins, FDOT

Phil Steinmiller, FDOT

Myra Patino, Reynold, Smith & Hills

Jeff Easley, RS&H

The meeting began at 7:15 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF AGENDA	- BH: <i>Motion approving the agenda; seconded by TS; vote - unanimous.</i>
APPROVAL OF MINUTES	- BH: <i>Motion approving the 7/24/2 Minutes; seconded by TS; vote: unanimous.</i>
LUDLAM TRAIL PRESENTATION	- PS: This is an FDOT project he has “inherited”. The RS&H consultants have been onboard from the beginning. The first public meeting (Aug. 17) was well attended (275 sign-ins). There aren’t funds identified for construction. JE: This project is in the North Dade Greenways Plan; utilizing FEC ROW from NW 12 St. to Dadeland Mall for a bicycle/pedestrian path. The corridor is 7 miles long and 100’ wide. A challenge is to safely cross major roadways. One goal is to identify the needs for such a facility. Several residents along the corridor already use it (illegally). It would enhance the recreational uses for the area, and minimally reduce automobile dependence/congestion. MIA, Radison Mart Hotel, (2) parks, and several schools are along the way. The UofM has expressed interest for a physical education facility. The Dadeland area would also be a major destination. <i>It would also be linked to the South Dade Busway.</i> The Pinellas Trail is being reviewed as a model; (over 1 million users per year.) The West Orange Trail kept the railroad as an aesthetic element. The FEC is still an active line; about 5 trains per week. This includes Everglades Lumber, which utilizes the tracks for 80% of their shipments. The FEC is willing to negotiate options. There aren’t design standards for “rails with trails”; but, <i>he is proposing 20’ from the track centerline to the path edge, with landscaped buffers between them, as well as from homes. An “Airport Overlook” trailhead is proposed on NW 12 St. The trail is anticipated to tie-into the existing facilities of AD Barns Park. Some type of separation between the two modes would be attempted.</i> This was a concern by the public. The Pinellas Trail allows 9’ for bikes/skaters and 5’ for pedestrians. Another concern was against keeping the railway active. A vast majority of the public is for the trail. Businesses are being notified, some with personal visits. A website is actively updated. Maintenance could be accomplished through a Joint Participation Agreement between the FDOT, County, and Cities of Miami & South Miami. Security could be done by a security company; landscaping to deter access into backyards; as well as reducing problems just by the amount of people on the trail. Call boxes could be installed. Low-level lighting, or limiting the times of

	<p>operations may help. Almost always for these trail projects, property values either increase or stay the same. Minor cross streets would be cordoned-off, so access would be only available from major cross streets. He is expecting to present final recommendations to the MPO Governing Board by November. <i>The next workshop would be by the 2nd week of October, somewhere in the northern area of the project.</i></p> <p>BH: Any presentation should better emphasize the overall economic benefits. Visitors and residents will be using the trail to access local shops/restaurants/hotels. Businesses could be solicited to aid in development/maintenance of the trail.</p> <p>JE: Preliminary estimates to build the trail are around \$4 million. Leasing the property is a viable option to the FEC. A liability contract would ease their concerns; although, there hasn't been significant liability issues for any of the nation's other "rails with trails".</p> <p>DH: Concerned with homeowners being denied access directly from their backyards.</p> <p>JE: If the homeowners choose to, they can. Landscaping would act as fencing.</p> <p>BH: Schools and public facilities should have access.</p> <p>JE: Parks are directly on the ROW line. Connections to schools would be considered.</p> <p>BH: This would be a great, safe way for school children. Vagrants use the corridor now; but, in many trail projects, there is a significant reduction in crime, because of all the use.</p> <p>TS: The School Board may be a interested partner.</p> <p>DH: Although the project ends at NW 12 St., perhaps the MDX would be interested in extending the trail into the MIC. They are interested in incorporating trails along the Hwy. 836 extension project. Furthering connections would benefit both projects. Existing bike and athletic shops in the area may be interested in distributing newsletters, as well as fostering trail use. The BPAC should be informed of new developments/workshops.</p>
ELECTION OF CHAIR AND VICE-CHAIR	<p>- DH: Inquired if anyone would like to volunteer as Chair, to run meetings and represent the committee as spokesperson.</p> <p>BH: Nominates TS.</p> <p>TS: Since he is the elder of members, he feels obligated to accept.</p> <p>BPAC: Vote: unanimous.</p> <p>BH: Willing to accept the Vice-Chair position.</p> <p>BPAC: Vote: unanimous.</p>
FUTURE PROJECT REVIEWS	<p>- DH: In order to better structure future meetings, he would like the BPAC to choose (FDOT) projects listed in the TIP for presentations.</p> <p>TS: Inquired if intersection projects can benefit cyclists.</p> <p>DH: Generally, these may be low priority to the BPAC; though they may benefit pedestrians. The Krome Av. project is signage/signalization; a subset of a larger project. Capacity improvements, (where widening the road, or ROW will be purchased) are worthy of review for bicycling. The US-1 project may be viable for cycling improvements.</p> <p>TS: Ways to deter motorists swaying onto the shoulders should be requested. The existing RPM's make this corridor hazardous.</p> <p>DH: Another issue is the consideration of an alternative trail, separate from US-1. There are many environmental constraints.</p> <p>TS: Monroe County is determined to bring their trail to the County Line.</p> <p>DH: The majority of users along this stretch will be experienced cyclists; they would rather ride on the shoulder, (assuming the RPM's are eliminated).</p>

TS: Agrees. Adequate warning of no accommodations along this stretch should be posted. Eventually, there needs to be adequate provisions for cycling between Florida City and Monroe County. This should be stressed for any US-1 or Card Sound project.

DH: *A connection from US-1 to the Southern Glades Trail needs to be provided.*

TS: Inquired about the status of the Biscayne Trail project, which seemed worthwhile.

DH: Public Works was designing that Enhancement project until it was halted, due to contract controversy. The contract was recently terminated and plans to bid it out have been implied. *He will provide a County TIP list that includes portions of the South Dade Greenways Plan.* These would be good candidates for presentations/status reports.

BH: There isn't much information as to the scopes of the projects to identify if the BPAC needs to become involved. For instance, the Kendall Dr. project is listed "Safety" for 4 or more miles. *He requested better project descriptions.*

TS: *Requested a presentation for the SW 376 St. - Everglades project.*

DH: There are two other project listed that connect to that project, leading to US-1. The short-term improvement is to resurface the existing pavement to accommodate trucks removing fill from the restoration area. The long-term project is to add shoulders, as quasi-bike lanes.

TS: The short-term project should consider that cyclists will still be riding that route.

BH: The BPAC should suggest design standards, like not using rumble strips.

JM: Some sort of policy statement should be sent to all Project Managers regarding accommodating cyclists. For instance: when resurfacing a road, include the edge where cyclists travel. Often there is a 1-2' edge to the right of the stripe that isn't resurfaced as a cost saving measure. Additionally, when restriping a road, provide a wider outside lane. For instance: instead of two 12' lanes, restripe them to 11' and 13'.

DH: Many standards exist; what is missing is input from cyclists.

TS: The statement would just be filed away. Addressing each project is more effective.

JM: Agrees; however, there are 100's of projects in the TIP.

BH: Every time projects are awarded the policy statement should be sent out. The MPO should also be notified of BPAC desires and that standards are not being adhered to.

TS: The Directors of Public Works and FDOT should attend a BPAC meeting.

BH: Most of the time, consultants are the designers.

DH: Although these measures can be done. Specific projects which the BPAC is concerned about should be identified.

TS: All these actions should be done. *Would like to review the SW 87 Av. project.*

BH: *Would like to review the Sunset Dr. project.*

TS: Unfamiliar with highly-urbanized corridors in northern areas. He hopes Mr. Henderson will concentrate efforts to include those needs into this review process.

DH: The BPAC review is only a portion of the whole process he will be involved with.

JB: Inquired whether the busway extension would have an adjacent path, and if it would link to the existing path.

DH: *This project would start by next year and it would link to the South Dade Trail.* He has been attending the busway meetings.

TS: Occasionally, cyclists use the busway, instead of the path. *It is important for path users to know that the signal won't change unless they push the activator.*

DH: Perhaps another presentation could be from the MDPW Signs & Signals staff.

JM: *Posters on pedestrian signal meanings have been received and will be distributed soon.* Because they have the most potential, "capacity improvement" Project Mgrs. should be invited to the BPAC.

		<p>DH: This can be done; but, he will screen-out projects that don't have real potential. For instance: along Okeechobee Rd., where space constraints will not allow bicycle facilities; although he believes an 8' sidewalk is being proposed. Some projects without a construction year may just be studies. <i>He will cull the list, and highlight potentially significant projects, as well as County projects for next month.</i></p> <p>JM: Offered the full TIP, which includes all the non-motorized projects as well.</p> <p>BH: Would hope that a non-motorized project, such as the Ludlam Trail would not be amended into the LRP without being reviewed by the BPAC first.</p> <p>JM: That project is already in the LRP, as unfunded.</p> <p>DH: The estimate is about \$4 million for construction and (an FEC estimate of) \$80 for acquisition. MDT is interested in this corridor for either Metrorail, light rail, or busway. Tri-Rail is interested in studying the CSX tracks nearby.</p>
AMERICAN AIRLINES BRIDGE	-	<p>DH: B. Johnson has indicated that little progress has been made regarding this project. It will mainly be a way to provide convenient parking for the Arena. They don't plan to force at-grade pedestrians to use the bridge; however, they would like to have it accessible at-grade from Biscayne Blvd. The Diplomat Hotel bridge is a model. He mailed the BPAC resolution on this issue to the Project Mgr., and will ask him to meet with the group in September to discuss any intersection counts he's made.</p>
FLORIDA GREENWAYS & TRAILS EVENT	-	<p>DH: He is not planning anything. Nor has he heard from any other departments/organizations that they are planning an event in Miami-Dade. If the BPAC desires, he will assist.</p>
JULY PROGRESS	-	<p>DH: The report is included in the Agenda for review.</p>
MISCELLANEOUS	-	<p>{ DH: The County has the obligation to build Baywalk, from Port Blvd. to the boat slip next to Bicentennial Park. The possibility of connecting the walkway to Bayside depends on the Port Authority's determination whether to use the old port bridge as a way to relieve congestion. Plans for the Section B parcel include a 20' wide baywalk and a 50' roadway. However, B. Johnson indicated the roadway will probably be omitted. Legislative approval would be necessary for any design changes. No variances are being sought from the City of Miami regarding their waterfront ordinance. <i>Another presentation will be made at the appropriate time.</i></p>

{ The meeting was adjourned at 8:30 p.m.